

# **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

## **INITIAL STATEMENT OF REASONS**

TITLE 13, CALIFORNIA CODE OF REGULATIONS, DIVISION 2  
AMEND CHAPTER 2, ARTICLE 19, SECTION 794

### **SIDE-MOUNTED AND SUPPLEMENTAL SIGNAL LAMPS (CHP-R-2006-12)**

The California Highway Patrol (CHP) proposes to amend regulations in Title 13, California Code of Regulations (13 CCR), relating to side-mounted and supplemental signal lamps.

#### **PURPOSE OF REGULATORY ACTION**

Section 26103 of the California Vehicle Code (VC) authorizes the CHP to adopt regulations establishing standards and specifications for, among other items, lighting equipment. Standards for side-mounted and supplemental signal lamps are contained in 13 CCR, Sections 790 through 794.

Requirements for side-mounted and supplemental signal lamps are described in 13 CCR, Article 19. The CHP proposes to amend Section 794 of that article by adopting, by reference, Society of Automotive Engineers (SAE) Standards J914 JUL2003 and J2039 MAY2001, regarding photometric test requirements.

The current standards in 13 CCR for side-mounted turn signal lamps adopt, by reference, a number of SAE standards. Side-mounted turn signal lamps may currently meet the standards contained in SAE Standards J914b - July 1978, J914 NOV87, J914 JAN95 or J2039 JUN94, with the individual standard chosen at the option of the manufacturer consistent with the configuration of the vehicle. Historically, these standards have performed well for both manufacturers and regulatory enforcement, as well as providing for a readily recognizable signal light for the motoring public.

The CHP is now proposing to amend the standards contained in 13 CCR to provide that side-mounted turn signal lamps may also comply with the latest versions of SAE Standards J914 JUL2003 or J2039 MAY2001, again with the individual standard chosen at the option of the manufacturer consistent with the configuration of the vehicle. The CHP is making this proposal in response to industry requests. Adopting this standard will allow manufacturers to meet the requirements of the latest standard, or any of the earlier standards, at their option.

SAE Standard J914 JUL2003, which applies to vehicles less than 40 feet in length, allows for higher mounting heights of side mounted turn signal lamps to accommodate their use on higher vehicles such as sport utility vehicles and pickup trucks, and correspondingly adds a photometric

performance requirement for illumination 10 degrees below horizontal. SAE Standard J2039 MAY2001, which applies to vehicles 40 feet or longer in length, more accurately reflects photometric requirements for large commercial vehicles as related to signal recognition by drivers of other vehicles within the general vehicle population.

The currently specified standards in 13 CCR have provided an adequate level of safety for several years. Therefore, there is no identified compelling need to require that all side-mounted turn signal lamps be manufactured to the latest standards. Consequently, the CHP proposes to permit, but not require, that side-mounted turn signal lamps comply with the latest SAE standards, and to continue to permit that they comply with any of the earlier standards, as applicable.

## **SECTION BY SECTION OVERVIEW**

### **§794. Photometric Test Requirements.**

This section is amended to include SAE Standard J914 JUL2003 and SAE Standard J2039 MAY2001 among those with which manufacturers may elect to comply. Side-mounted turn signal lamps would then be permitted to comply with either SAE Standard J914b - July 1978, SAE Standard J914 NOV87, SAE Standard J914 JAN95, SAE Standard J914 MAR2000, SAE Standard J914 JUL2003, SAE Standard J2039 JUN94, or SAE Standard J2039 MAY2001, with the individual standard chosen at the option of the manufacturer consistent with the configuration of the vehicle. Manufacturers may choose to comply with the applicable latest standard, or any of the applicable earlier standards. This flexibility allows manufacturers to be compliant with standards adopted in California as well as with specific standards that may have been adopted in other states.

## **STUDIES/RELATED FACTS**

SAE Standards J914 JUL2003 and J2039 MAY2001 are supporting documents to this proposed rulemaking. As these documents are copyrighted by SAE, copies are not available for mailing by CHP. The standards may be viewed, by appointment only, at the CHP, Commercial Vehicle Section (CVS). To make an appointment for viewing either of these documents, please contact CHP, CVS at (916) 445-1865, (800) 735-2929 (TT/TDD), (800) 735-2922 (Voice), or via Facsimile at (916) 446-4579. Copies of these standards are also available from the SAE. You may contact the SAE at (412) 776-4841 and request purchase of SAE Standards J914 JUL2003 and J2039 MAY2001.

## **LOCAL MANDATE**

These regulations do not impose any new mandate on local agencies or school districts.

## **IMPACT ON BUSINESSES**

The CHP has not identified any significant adverse impact on businesses since these changes simply clarify regulation to allow manufacturers to use the latest industry standards for product development.

## **ALTERNATIVES**

The CHP has not identified any alternative, including the no action alternative that would be more effective and less burdensome for the purpose for which this action is proposed. Additionally, the CHP has not identified any alternative which would be as effective and less burdensome to affected persons other than the action being proposed.

### *Alternatives Identified and Reviewed*

1. Make no changes to the existing regulations. This alternative was rejected because it fails to provide for the potential safety benefits of the new standard and may increase costs for manufacturers attempting to comply with both older and newer standards.

## **ECONOMIC IMPACT**

The CHP has determined these regulatory amendments will result in:

- No increased costs for lighting manufacturers. This rulemaking action will simply allow lighting manufacturers to develop products utilizing the latest industry standards.
- No significant compliance cost for persons or businesses directly affected.
- No discernible adverse impact on the quantity and distribution of goods and services to large and small businesses or the public.
- No impact on the level of employment in the state.
- No adverse impact on the competitiveness of this state to retain businesses, as the majority of other states (especially neighboring) have already adopted these or similar requirements.